

(2) Amended Claims

1. (Cancelled).
2. (Currently amended) Reduction gearing ~~according to any of claims 5, 8, 11 or 12 claim 4~~, characterised in that the gear modules are mutually interchangeable, where for the same primary gear module different secondary gear modules can be used.
3. (Currently amended) Reduction gearing according to ~~any of claims 5, 8, 11 or 12 claim 1 or 2~~, characterised in that the self-lock which is arranged on a first free-running gear wheel is formed as a torque-limiting coupling.
4. (Currently amended) Reduction gearing according to ~~any of claims 5, 8, 11 or 12 claim 4~~, characterised in that the self-lock is formed as a single or double mechanical friction coupling, magnetic coupling or other brake coupling.
5. (Currently amended) Reduction gearing ~~according to claim 1, characterised in that of an~~ electrically operated actuator to control a gaseous or liquid volume flow in the field of ~~heating, ventilation and air conditioning, fire or smoke protection, characterised in that a~~ ~~modularly constructed reduction gearing comprises a primary gear module with at least one~~ ~~drive motor and a secondary gear module with an output drive, wherein a self-lock is~~ ~~integrated, and said gear modules are connected together detachably, and wherein~~ the self-lock has an outer friction surface with a large radius and an inner friction surface with a small radius, whereby with the same self-lock device, different values of resistance to a torque can be set.
6. (Previously presented) Reduction gearing according to claim 5, characterised in that the outer friction surface is formed on a spur gear of the primary gear module, and the inner friction surface on a housing part, or conversely.
7. (Cancelled)
8. (Currently amended) Reduction gearing ~~according to claim 7, characterised in that of an~~ electrically operated actuator to control a gaseous or liquid volume flow in the field of ~~heating, ventilation and air conditioning, fire or smoke protection, characterised in that a~~ ~~modularly constructed reduction gearing comprises a primary gear module with at least one~~

drive motor and a secondary gear module with an output drive, wherein a self-lock is integrated, and said gear modules are connected together detachably, wherein the self-lock is formed as an externally activated switchable coupling, and wherein the self-lock in the area of the inner friction surface can be locked with a protruding trip cam.

9. (Currently amended) Reduction gearing according to claim 8 7, characterised in that the gear wheel of the primary gear module is firmly connected with the self-lock, a housing part forms an annular outer friction surface with a large radius and a lifting bolt which is adjustable in an axial direction forms an inner friction surface.
10. (Previously presented) Reduction gearing according to claim 9, characterised in that the self-lock comprises a rotationally stiff locking spring which can be tensioned in the axial direction and is formed as a conical pressure spring, coil spring or leaf spring.
11. (Currently amended) Reduction gearing according to claim 1, characterised in that of an electrically operated actuator to control a gaseous or liquid volume flow in the field of heating, ventilation and air conditioning, fire or smoke protection, characterised in that a modularly constructed reduction gearing comprises a primary gear module with at least one drive motor and a secondary gear module with an output drive, wherein a self-lock is integrated, and said gear modules are connected together detachably, and wherein a gear wheel in engagement with the self-lock can be decoupled by way of a disengagement button on a housing cover.
12. (Currently amended) Reduction gearing according to claims 1, characterised in that of an electrically operated actuator to control a gaseous or liquid volume flow in the field of heating, ventilation and air conditioning, fire or smoke protection, characterised in that a modularly constructed reduction gearing comprises a primary gear module with at least one drive motor and a secondary gear module with an output drive, wherein a self-lock is integrated, and said gear modules are connected together detachably, and wherein a potentiometer for a position feedback can be coupled into a pinion of a last gear wheel in a direction of an output by way of a gear wheel with a shaft.
13. (Currently amended) Reduction gearing according to any of claims 5, 8, 11 or 12 claim 4, characterised in that the drive motor is formed as a DC motor, brushless DC motor, sensorless DC motor or synchronous motor.

14. (Currently amended) Reduction gearing according to any of claims 5, 8, 11 or 12 ~~claim 4~~, characterised in that, with a view to the operating safety, an energy accumulator is integrated in a housing of the primary gearing.
15. (Currently amended) Reduction gearing according to any of claims 5, 8, 11 or 12 ~~claim 4~~, characterised in that the secondary gearing is coupled with a hollow shaft to drive a flap, a tap or a linear motor for a lift valve.
16. (Cancelled)
17. (Cancelled)
18. (Cancelled)
19. (Cancelled)
20. (Cancelled)
21. (Cancelled)
22. (Cancelled)
23. (Cancelled)
24. (Cancelled)
25. (Cancelled)
26. (Cancelled)
27. (Cancelled)
28. (Cancelled)
29. (Cancelled)